
SECTION A

TYPICAL SERVICE PATROL PROGRAM AND VEHICLES

**MODEL PLAN
FOR
HIGHWAY SERVICE PATROL SYSTEM**

Utilizing Pre-Qualified Private Towing Contractors

***An integral part of an efficient and effective overall traffic
control and incident management program***

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MODEL PLAN FOR FREEWAY SERVICE PATROL SYSTEM

I. PURPOSE AND SCOPE OF SERVICE

The purpose of this program is to provide for expeditious removal of disabled and accident vehicles, and small non-hazardous debris, from designated limited access highways thus reducing the traffic delays and congestion that result from those breakdowns, accidents and spills. Rapid removal is made possible by the presence of road service vehicles constantly patrolling the highways during hours of peak traffic. The continuous road service vehicle patrol facilitates a much quicker response time to nonrecurring incidents such as a breakdown and accidents, thus reducing the total time needed to clear the incident from the highway and restore normal traffic flow.

All highway service patrol services will be provided FREE OF CHARGE to the motorist. The Administrator will contract with private towing/road service companies to provide the specified services and will pay the contracted companies at the per service vehicle per hour rate established in the contract.

II. DEFINITIONS

"Administrator" means the transportation planning agency or agencies responsible for traffic and incident management systems, e.g. state DOT, state highway patrol, local transportation authority or commission, and local government agencies. The Administrator shall be responsible for the management and funding of the Highway Service Patrol Program.

"Contractor" means a privately-owned company contracted by the Administrator to provide equipment and manpower for continuous patrol of road service vehicles on specified highways during specified periods of time.

"Drop-off Location" means a parking lot or storage facility near an entrance/exit ramp of the designated highway of sufficient size and security to temporarily store disabled or

wrecked vehicles that have been removed from the highway by the highway service patrols.

"Highway" means a limited access roadway, particularly limited access roadways designated as interstate highways with a high density of traffic congestion situated within major municipalities.

"Highway Service Patrol" means a continuous patrol of road service vehicles on specified -highways during specified periods of time.

"Service Patrol Vehicle" means a vehicle meeting the specifications set forth in this model and used by a Contractor in a highway service patrol.

"Service Patrol Vehicle Operator (SPVO)" means an employee of a Contractor who operates a service patrol vehicle in a highway service patrol.

III. SERVICES TO BE PROVIDED

The service patrol vehicle operators (SPVOs) will assist motorists whose vehicles have suffered mechanical failure or have been involved in minor accidents. The SPVOs will be responsible for clearing the highway of automobiles, motorcycles, small trucks (vehicles with a gross weight of 20,000 pounds or less) and small, non-hazardous, debris. When and where conditions permit, repairs may be performed on the highway shoulders. Where conditions do not warrant, SPVOs will remove the vehicles from the highway to drop-off location.

A. Mechanically disabled vehicles, problem apparent

If the problem with a disabled vehicle is easily diagnosed and can be remedied quickly, the SPVOs should perform the needed service on the highway-shoulder. For example, the SPVO may change flat tires, provide battery "jump" starts, provide a maximum of one gallon of gasoline, temporarily tape or repair cooling system hoses and refill radiators. Operators should spend not more

than a maximum of 10 minutes in attempting to repair a disabled vehicle.

B. Mechanically disabled vehicles, problem not readily apparent or repair time exceeds 10 minutes.

If a vehicle cannot be repaired within the 10 minute time limit or the SPVO cannot immediately ascertain the source of the problem, it shall be towed to a designated drop location identified by the Administrator. The motorist can request the service patrol vehicle operator to call the Administrator Communication center to request a Administrator rotation tow, a specified towing firm ("personal request"), or a relative/friend to assist them.

C. Accident vehicles

Under no circumstances should a SPVO attempt to repair an accident vehicle in order to make it mobile. For example, SPVOs shall not use prybars or winch cables to pull fenders away from tires, change tires damaged as the result of an accident, or remove/repair any body parts. All accident vehicles shall be removed as promptly as possible to the nearest designated drop location.

D. Assistance to law enforcement officers

There may be some instances where SPVOs may be requested to lend assistance to law enforcement officers. Service patrol operations shall follow the instructions of the officer at the scene of any incident. The instructions of the officer on the scene shall override and supercede any conflicting obligations or duties of the contractor or his/her SPVO set forth herein.

During its contracted hours of operation, the highway service patrol vehicles will be exclusively dedicated to the highway service patrol and may not be removed from the patrol seat for any reason other than the towing of a vehicle to a drop-

off area, or replenishment of expendable items such as gasoline or fire extinguisher. Temporary removal of the service vehicle from the beat for those reasons shall not exceed 20 minutes.

IV. SERVICE PATROL AREAS OR "BEATS"

Service patrol vehicles shall operate in designate patrol areas, or "beats", which shall start and end at specified entrance/exit ramps. Each beat will have specific turnaround locations and designated "drop locations" identified by the Administrator. During the hours of service (see below) the service patrol vehicles shall constantly patrol the service beats in continuous loops; i.e. entering at the entrance/exit ramp at one end of the beat, travelling the length of the beat, existing at the entrance/exit ramp at the other end of the beat, re-entering at that intersection, and returning to the starting exit/entrance ramp where the patrol begins again and continues throughout the hours of service.

The Administrator shall be responsible for identifying those highways, or portions of highways, to which shall be assigned highway service patrols. The number of service patrol contract areas, or "beats", and the length or size of each beat, shall be designated by the Administrator based upon the relevent local factors such as traffic volume, location of drop-off locations, location of highway entrance/exit ramps, etc.

At any time during the contract's terms, the Administrator reserves the right to adjust beat specifications to better accommodat4 demand for the service. These changes can occur during the course of the contract through amendments.

RECOMMENDATIONS:

Size of patrol beats. TRAA recommends a patrol beat length, one way, of not less that 5 miles in length and not more than 15 miles in length.

Number of service patrol vehicles per beat. TRAA recommends that the number of service patrol vehicles required per beat be established by reference to the average amount of time it should take for a service patrol vehicle to pass a given point every 10 minutes during the hours of operation. For example, if the beat is 9 miles in length and the average traffic speed during the hours of operation is 27 MPH, the number of service patrol vehicles needed in order for a service patrol vehicle to pass a given point every 10 minutes would be four (4):

$$\frac{\text{Time needed to complete total beat loop}^1}{\text{Desired frequency of patrol passing any given location}}$$

$$40 \text{ minutes} / 10 \text{ minutes} = 4 \text{ service patrol vehicles}$$

In beats with multiple service patrol vehicles, the contractor shall endeavor to maintain, as much as possible, an equal distance between the service patrol units can be of assistance in monitoring the progress of each unit.

V. DROP-OFF LOCATIONS

The Administrator shall designate locations within each beat which shall be know as "drop-off location." In the event that repairs cannot be made to a vehicle within the allocated ten (10) minutes, or the vehicle has been involved in an accident, the SPVO shall tow the vehicle, and transport in the direction of travel. The motorist can request the service patrol vehicle operator to call, via cellular telephone, the Administrator

1 Avg. speed x time needed for loop = total beat distance
27 miles/60 minutes (x) = 18 miles (round trip)
x = 40 minutes

communication center to request a secondary tow, a specified towing firm (personal request a secondary tow, a specified towing firm ("personal request")), or a relative /friend to assist them.

Contracted companies and/or their employees/drivers will not be allowed to accept gratuities, perform secondary towing service from the designated drop site, recommend secondary tows, or recommend repair/body shops. Violation of this requirement shall constitute grounds for immediate cancellation of the contract.

VI. SECONDARY TOWS

If the motorist does not request a specified towing service, repair facility, or other business or individual to assist him/her at the drop-off location, the Administrator communication center shall defer to the towing service allocation system that is utilized on the designated highway during non-patrol hours. For example, if, in the absence of the patrol program, a state highway patrol rotation call list would ordinarily be referred to for towing service on the highway, the Administrator shall use that same rotation call list for secondary tows from the drop-off point. Provided, however, that the contracted patrol company may not receive a call for a secondary tow from a drop-off location even if the company participates on the rotation list and would ordinarily be "next up" on the rotation. In that event, the company's turn should be skipped. The contracted patrol company would be eligible for rotation tows again at the conclusion of the patrol hours.

VII. HOURS OF OPERATION

The Administrator shall be responsible for establishing the hours of service for the service patrols shall be designated by the Administrator based upon the relevant local

factors effecting traffic congestion such as commuting hours, special events, and construction crew hours (if applicable).

RECOMMENDATION:

6:00 am to 10:00 am	Monday through Friday
3:00 pm to 7:00 pm	Monday through Friday
As needed	Weekends

VIII. VEHICLE AND ACCESSORY SPECIFICATIONS

The service patrol will utilize, at a minimum, tow trucks with a minimum gross vehicle weight rating (GVWR) chassis of 10,000 pounds, dual wheel chassis and four (4) ton recovery equipment rating.

Prior to commencement of service, the Administrator will inspect each vehicle designated for the service patrol to ensure that it meets the vehicle specifications and to ensure that it meets or exceeds safety requirements. Succeeding inspections will occur periodically as mandated by the service patrol supervisor. Any unsafe or poorly maintained vehicle(s) will be removed from service or repaired as directed. Spare vehicles will be required to complete the shifts of vehicles removed from service or repaired as directed. Spare vehicles will be required to complete the shifts of vehicles removed from service. The contractor will be required to have a spare vehicle available for service at all times.

Each tow truck should be equipped, as a minimum, with the following:

A. SERVICE PATROL VEHICLE AND VEHICLE ACCESSORIES

- * Wheel lift towing equipment, with a minimum lift rating of 3,000 pounds. All tow equipment shall include safety straps.
- * Boom with a minimum static rating of 5,000 pounds.
- * Winch Cable - 8,000 pound rating on the first layer of cable.

- * Winch Cable - 100 ft., 3/8 inch diameter, with a working limit of 3,500 pounds.
- * Towing slings rated at 3,000 pounds minimum.
- * Tow chains 5/16" alloy or OEM specs., J.T. hook assembly.
- * Rubber face push bumper.
- * Spot light capable of directing a beam centered in any direction of a 360 degree horizontal arc around the truck.
- * Amber warning lights with front to rear directional flashing capability, with on/off switch in cab.
- * Power outlets ("hot boxes"), front and rear mounted, with outlets compatible to 12 volt booster cables.
- * Heavy duty, 60+ amp battery.
- * Suitable cab lighting.
- * Trailer hitch capable of handling a 1 7/8-in. Ball and /or 2 in. Ball.
- * Motorcycle transporting capability.
- * Rear work lights.
- * Safety chain D-ring or eyelet mounted on rear of truck body.

B. COMMUNICATION EQUIPMENT

Company radios. Each service patrol vehicle shall be equipped with radios to enable the SPVO to communicate with his/her base office and with other service patrol vehicles on the same beat. The radios are to be supplied by the contractor.

Scanners. Programmable scanners capable of scanning police agency frequencies will also be supplied by the contractor and installed in all service patrol vehicles.²

Cellular telephones. Contractors shall equip each patrol vehicle with a cellular telephone. The cellular telephones shall have the capability of communicating with the Administrator service patrol dispatchers from any and all points along the service patrol route. At a minimum, the cellular telephones should have 832 channel capability and electronic lock. The contractor shall be responsible for the operating costs of the cellular telephone.

Public Address System. Each service patrol vehicle will be equipped with an external speaker and public address system to enable the driver of a disabled vehicle to hear instructions transmitted from the cab of the service patrol is adjacent to the rear of the disabled vehicle.

C.TOOL BOX

Each service patrol truck will be required to have a tool box with the following minimum number of tools/supplies. This list may be supplemented at the contractor's option and expense.

- Screwdrivers:
 - Standard 1/8", 3/16", 1/4", 5/16"
(1 each minimum)
 - Phillips head #1 and #2
(1 each minimum)
- Needle nose pliers (1)
- Adjustable rib joint pliers, 2" minimum capacity (1)
- Crescent wrench - 8" (1)
- Crescent wrench - 12" (1)

² Note that some state and local statutes may prohibit the installation of police scanning equipment in tow trucks.

- 5 lb. hammer (1)
- Rubber mallet (1)
- Electrical tape (1 roll)
- Duct tape, 20 yard roll (1)
- Tire pressure gauge (1)
- Mechanic's wire (1 roll)
- Bolt cutters (1)

D. SERVICE ACCESSORIES AND PARTS

In addition to the above, each vehicle will also be required to have the following equipment to perform the service patrol role:

- Diesel fuel (5 gallons)
- Unleaded gasoline (5 gallons)
- Safety chains (min. 5 feet)
- First aid kit (small 5" x 9")
- Fire extinguisher (5lb. chemical ABC)
- Pry bar - 36" or longer (1)
- Radiator water (5gallons)
- 4" x 6" x 12" wood blocks (2)
- 24" wide street broom (1)
- Square point shovel (1)
- Fuses (highway flares) 15 minute (36)
- Cones 18" (6)
- Hydraulic jack, 2-ton, floor (1)
- Four way lug wrench (1-std., 1 metric)
- Rechargeable air bottle, hoses and fittings to fit tire valve stems, 100 psi capacity (1)

- Flashlight and spare batteries (1)
- Tail lights/ brake lights, portable remote with extension cord (1 set)
- Booster cables, 25 ft. Long minimum, 3-gauge copper wire with heavy-duty clamps and one
- Funnel, multi-purpose, flexible spout (1)
- Dolly, "pop-up"-type, for removing otherwise untowable vehicles (1)
- 5-gallon can filled with sand (1)
- Lock out set (1)
- Trash can, 5 gallon (1)

E. PRE-OPERATION INSPECTION

The SPVO will be required to complete a preparation inspection of the vehicle as well as inventory the tool box prior to the start of each shift. An inspection/inventory sheet will need to be completed prior to the start of each shift. Any item missing must be replaced before the start of the shift.

F. VEHICLE IDENTIFICATION

Service patrol vehicles will be painted white. There will be no color requirements for the trim. Each service patrol vehicle shall display an identification number on both the left and right side of the truck body. Towing company names, logos, or other advertising or parkings are prohibited on service patrol vehicles.

The contractor will be provided with a sufficient number of detachable (magnetic) signs which will identify each of the Contractor's units as an official "Service Patrol Vehicle." The signs will bear the service patrol title and logo. It will be the contractor's responsibility to place the detachable service patrol signs on each vehicle during the service hours and to remove

the detachable markings immediately upon completion of each shift. The Administrator will supply each contractor with the appropriate number of detachable signs for his/her beat(s). If a sign is lost or damaged, the contractor shall be responsible for the cost of the replacement. All service patrol signs or markings must be returned at the termination of the contract. The cost of any item and/or equipment supplied by the Administrator during the term of the Agreement and not returned at the termination of the Agreement shall be deducted from the contractor's final payment.

Service patrol signs as well as vehicle identification numbers will be required on both sides of all trucks. The operator will be required to keep the title and logo clean and in readable condition throughout the service patrol's operation.

G. "BACK-UP VEHICLES"

The contractor will be required to have one spare "back-up" vehicle available for the patrol. The spare vehicle should be used when a regular vehicle is unavailable. The spare vehicle should be painted the required color with the required identification markings, title, logo. It shall meet the vehicle equipment specifications. The spare vehicle must be available to be placed into service within 45 minutes of the time a permanently dedicated vehicle is unavailable within that time period, the contractor will be fined double the hourly contract rate in one hour increments.

The vehicles will continuously patrol their assigned beat, respond to Administrator dispatches for service, and use the Administrator identified designated drop locations. The Administrator will inspect all vehicles, including spares, within 30 days prior to the service start date. Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the Administrator offices and contractor's base office. Vehicle maintenance will be performed during non-service hours.

IX. EMPLOYEES/DRIVERS

General. All SPVOs will be required to have a safe driving record, current Class A CDL driver's license and medical certificate. All operators shall be 18 years of age or older. Potential operators will be subject to driving record and criminal background checks by the Administrator. Potential operators shall be sufficiently experienced in the tasks of tow truck operations to provide safe and proper service and must be capable of demonstrating their operating abilities prior to formal Administrator training. Additionally, the operators will be expected to exercise reasonable judgment in carrying out their duties.

Special training. All SPVOS, including back-up drivers, will be required to complete a special highway service patrol training program approved by the Administrator. The course shall include education on the details of the highway service patrol program, minor vehicle repair, customer service and roadside service safety. The training is estimated to last a total of 24 hours over a total of 3 days:

Drivers should be paid by the contractor for the time spend the training class.

No driver will be allowed to begin patrolling without attending this mandatory training class. A contractor utilizing a driver on patrol who has not completed the mandatory training class may, following an investigation of the circumstances, have its contract terminated.

Uniform. It shall be the responsibility of the contractor, to provide the operator with appropriate uniforms, shoes, and other equipment. The uniform specifications are attached hereto as Exhibit 1. Mandatory uniform items include jump suits, reflectorized vests, protective shoes or boots, photo identification, jackets, reflectorized rain gear.

X. INSURANCE REQUIREMENTS

The contractor shall maintain the following minimum policies of insurance:

- (1) Workers compensation insurance as required by statute.
- (2) Public liability insurance in an amount not less than \$1,000,000 Combined Single Limit (CSL).
- (3) Automobile liability in an amount not less than \$1,000,000 Combined Single Limits.

Contract service operators shall have insurance agents submit a certificate of coverage to the Administrator prior to implementation of the Agreement. Certificates of insurance must also be submitted to the Administrator upon policy renewal. Insurance carriers shall notify the Administrator immediately if a policy is cancelled. The insurance carrier shall make written notification to the Administrator of any changes in insurance coverage at least ten (10) days prior to the change.

XI. RECORDKEEPING/REPORTING/AUDITS

The service patrol operators are required to complete a daily log which documents beginning and ending shift times, vehicle assisted, type of assistance rendered, and any time he/she left the assigned beat. These records shall be made available upon request of the Administrator.

The Contractor shall permit the authorized representatives of the Administrator, and any other government agency, to inspect and audit all records of the Contractor relating to its performance under this contract from the date of the contract through and until expiration of three years after completion of the contract.

XII. HOURLY SERVICE FEES/PAYMENT

The Administrator shall reimburse Contractor on an hourly basis for services rendered by each service patrol vehicle

during the normal hours of operation. The hourly rate shall be a compensatory rate determined by the Administrator and set forth in the contract.

Overtime, when requested by the Administrator, shall be paid at the straight time rate and paid in quarter hour increments.

Contractor shall, within 5 business days after the close of the month, submit an invoice for work performed in the period. Payment of the invoice will be remitted to the contractor within 15 days of receipt of the invoice by the Administrator.

XIII. EVALUATION AND SELECTION OF CONTRACTORS

Potential contractors are invited to bid on as many beats as they wish. However, each beat must be bid separately. Beats bid as "a package" will not be accepted. There is no guarantee that the bidder will be awarded all the beats upon which he/she bids.

Contractors shall be selected on a qualitative basis. Among bidders meeting the minimum criteria (Level I) set forth below, the Administrator shall use a weighting rating system Level II) to make its selection of a contractor.

Level I: Minimum criteria

The following shall be the minimum specifications of any potential contractor. Any bidder not meeting any of the following criteria shall be disqualified and not considered for a contract.

1. Three years in the automotive towing business.
2. At least one years' experience in law enforcement towing, e.g. rotation list towing or local government contract.
3. One million dollars (\$1,000,000.00) of public liability insurance.
4. Compliance with all Federal, state and local laws governing the operation of a towing

business in the community in which the beat is located.

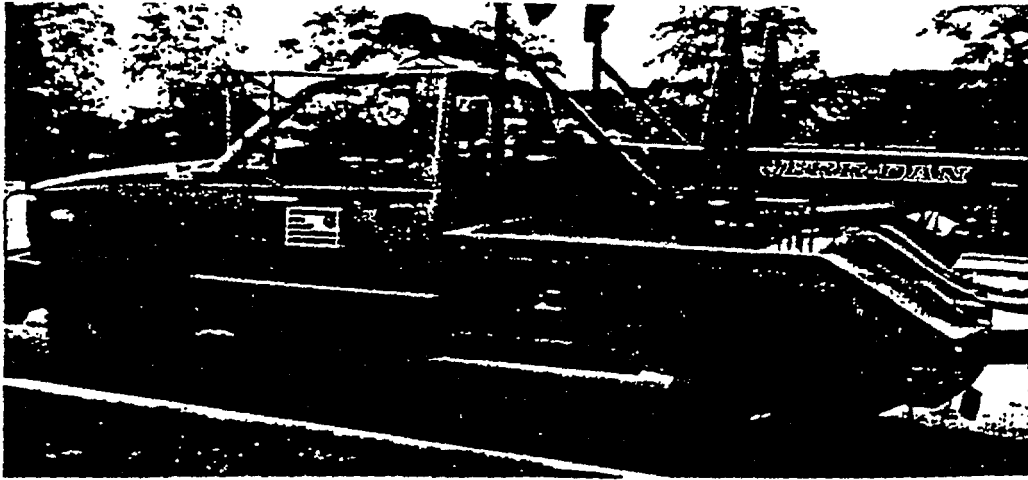
Level II: Qualifying evaluation factors

The following weighted evaluation factors shall not be disqualifying but shall be used in a weighted formula to select between potential contractors meeting the minimum standards set forth above:

1. Physical proximity to beat
2. Years in the towing business (> 3 yrs.)
3. Years in law enforcement towing (> 1 yr.)
4. In-house driver training program
5. Average age of equipment to be utilized
6. Minority/woman-owned business
7. Liability insurance (> \$1 million)
8. Trade association affiliations

XIV. CONTRACT TERM

The term of the contract shall be for five (5) years. Administrator reserves the right to amend or terminate the contract with 60 days written notice to the Contractor.



Emergency Traffic Patrol (E.T.P.)

Purpose: To render assistance to all disabled vehicles' in an effort to remove the vehicle from the roadway (i.e. jump starts, free gallon of gas, water, etc.). The E.T.P is dispatched by the Traffic Operations Center to assist with roadway incidents in the same capacity as the Emergency Response Unit. The E.T.P is also available to relocate vehicles from the travelled portion of the road

Hours of operation: Weekdays 6:00 a.m. to 9:00 am.
4:00 p.m. to 7:00 p.m.

Number of Units: eight

Area Covered: I-95 from White Marsh Boulevard to City Line
I-695
I-195 from I-95 to the airport
I-97 from I-695 to MD 100
MD 10 from I-695 to MD 100
MD 295 from City Line to I-195
I-83 from Shawan Road to City Line
I-795 from I-695 to Owings Mills Boulevard
I-70 from X-695 to Howard County Line
I-95 South from City Line to Howard County Line

I-495 / I-95 from American Legion Bridge to the Woodrow Wilson Bridge
I-270 from I-495 to Frederick Co. Line

Equipment air tank	jumper cables
arrow board - roof mounted	light sticks
bag of blacktop patch	Oil
bag of sand	push bumper
broom	SHA radio
emergency lights	shovel
fire extinguisher	tow unit (stinger attached)
first aid kit	traffic cones
flares	water
gas	rechargeable lanterns

INTRODUCTION
TO THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
EMERGENCY TRAFFIC PATROL

The Emergency Traffic Patrol "Minutemen" provide mobile surveillance and respond to freeway incidents on 100 centerline miles or 718 lane miles including ramps, of the Chicago-area expressway system, 24 hours a day, 7 days a week.

The primary objective of the Emergency Traffic Patrol is to respond to any disruptive incident on the Chicago Expressway System and take immediate corrective action to restore the normal traffic-flow. Expressway incidents can range from major truck accidents to spilled loads or disabled motor vehicles. Presently the unit has 58 Minutemen, 10 Supervisors and a support staff.

**Illinois Department
of Transportation**

Arland T. Smith
Emergency Patrol Manager

Emergency Traffic Patrol
3501 S. Normal Avenue
Chicago, Illinois 60609
Telephone 312/624-0470

SERVICES

The Emergency Patrol Vehicles (EPV's) equipped for and the Minutemen are trained to handle most traffic incidents likely to occur on Chicago-area expressways, including; accidents, disabled vehicles and small fires. Enough help is provided to remove or reduce the exposure to high-volume, high-speed traffic. Towing is only provided to relocate vehicles to shoulders or frontage roads, the motorist or police must arrange for towing from there.

The Minutemen are not mechanics but will assist with some minor mechanical problems such as the common dirty fuel filter. They provide gasoline, water, air for tires and occasionally loan some small tools which help many disabled motorists get to a service station or garage on their own. All Patrol services are free of charge except gasoline. Upon receipt of 2 gallons of emergency gas a motorist is presented with an invoice requesting that \$5.00 be mailed to the State Treasurer.

EMERGENCY TRAFFIC PATROL FLEET

The Patrol fleet includes 35 EPV's, 9 Lt. 4 x 4's, 3 heavy duty tows, 1 crash crane, 1 tractor-retriever, a sand spreader a heavy rescue and extrication truck and 4 portable changeable message signs. In 1990 the EPV fleet logged more than 1.7 million miles on the expressway system handling 96,814 incidents or assists.

PATROL ASSIGNMENTS

We operate 12 patrol assignments on overlapping shifts. The patrol routes also overlap to increase coverage of high-incident sections such as the 3 mile Dan Ryan Bridge. Foremen patrol the entire system in light utility trucks and provide supervision, guidance and assistance to the Minutemen. They also co-ordinate special traffic operations, such as changing the direction of traffic flow on the reversible lanes of the Kennedy Expressway twice a day.

Training

To handle the operational problems and hazards typical to an urban freeway system, personnel receive special training in all phases of FIM and specific operational techniques. In addition Minutemen receive training in; advanced first aid, CPR, fire fighting, basic auto extrication, State and City police co-ordination, radio communications, work site protection, traffic control, heavy equipment use and emergency recovery procedures including the handling of tank truck emergencies, hazardous materials and air cushions.

CHICAGO EMERGENCY TRAFFIC PATROL

ASSIST CHARECTERISTICS

<u>TYPES OF INCIDENT</u>	<u>1990 TOTALS</u>
* Vehicle Disabilities	58,646
Abandoned Vehicles	14,515
Accidents	9,960
Debris	5,799
Non-disabilities/Other	2,334
Pedestrians	990
Fires	443

*The 58,646 disabilities were of the following type

Engine or Mechanical	35%
Tire	28%
Electrical System	14%
Cooling System	12%
Out of Gas	7%
Unknown/Other	4%

SPECIFIC DUTIES OF MINUTEMEN

1. Assisting at accident scenes by rendering first-aid, calling for police, fire ambulance, or special equipment services, helping extricate trapped or injured persons, supplementing police traffic control and removing accident vehicles' from the roadway.
2. Removing accident and nonaccident debris from the roadway or calling for extra clean-up help and special equipment, sanding for oil slicks, salting and removing or assisting with the removal of dead animals.
3. Assisting motorists by towing disabled vehicles and abandoned vehicles from hazardous- location, providing gasoline, tire changing aid for women or the physically handicapped, water for overheated radiators, lending tools or assisting with minor repairs and if necessary transporting motorists off the expressway.
4. Establishing emergency traffic detours by placing appropriate temporary traffic cones, barricades, flares, signs and lights and closing ramps or lanes.
5. Assisting at special expressway maintenance or construction work by protecting workmen and assistance in placing traffic controls.
6. Reporting state property damage including signs, fencing, guardrails inoperative signals or lighting, pavement defects, and drainage problems.
7. Reporting traffic information to the Communication Center for distribution to IDOT Traffic Engineers and the news media.
8. Providing travel information by giving directions, road conditions and map reading assistance to motorists seeking aid.
9. Warning pedestrians to keep off the expressway and notifying enforcement authorities when persons do not voluntarily comply with their requests.
10. Assisting at disaster scenes with manpower, equipment and traffic controls.
11. Surveillance of lane closures put up by Contractors, IDOT maintenance or outside agencies. They check that all contractors have authorization and proper traffic control devices in place. If any unauthorized lane closures are found Minutemen could be directed to remove the closures and direct the work crews to leave the freeway.

EMERGENCY PATROL EQUIPMENT

THE EPV (Photo A & B)

The EPV has evolved to its present design over to 30 years since the Division of Highways started the Unit. Presently we have 35 EPV trucks which form the back bone of our Fleet. The EPV is diesel powered and has a single axle, short wheel-base chassis. It has a multi-compartment body, a 20,000 lbs. Capacity hydraulic tow rig and heavy steel push bumper.

The drive line and frame are reinforced to allow an EPV to relocate a located truck tractor semi-trailer off the expressway. In addition to the on-board equipment listed elsewhere, it has a P.A. system and multi-frequency radio for direct communication with IDOT and State Police.

The truck has an engine mounted compressor for filling flat tires, releasing trailer air brakes and can be used to operate recovery lift air bags. We recently added arrow boards with in-cab controls to all the EPV's and plans call for the installation of under reach tow systems.

PATROL DRIVER EQUIPMENT (minimum issue)

ITEM	NO.	ITEM	NO.
Toolbox	1	Wire (stove pipe)	1
Wrench	2	Flashlight	1
Hammer	1	Safety Goggles	1
Common Pliers	1	Hazardous Materials Guide Book	1
Channel Lock Pliers	1	Rain Jacket	1
Wire Cutter	1	Red Reflective Jumpsuit (summer)	3
Various Screwdrivers	4	Winter with liner	3
Linoleum Knife	1	Gloves	12
Electric Tape	1	Headgear	3

EPV EQUIPMENT

Complete first aid kit	1	Tripod Bumper Jack	1
20-lb. purple K powder fire extinguisher	1	Hydraulic Jack	1
20-lb. CO ₂ fire extinguisher	1	Traffic signs:	
		KEEP RIGHT	1
		KEEP LEFT	1
		STOP	2
2 ½ gal. Water extinguisher (summer)	1	Traffic Cones 28"	10
Fire axe	1	Red flag	1
Pry bar	1	Fusees	36 min.
5-gal. water can (summer)	1	Highway maps	10
2-gal. emergency gas can (gasohol)	2	Paper towel	1 roll
Truck air brake Release kit	1		
Snatch blocks, 20 ton	2	Shovel	1
100ft. Of ½ in. rope	1	Street broom	1
¼ in. sash cords, 3'	1	Bags of Salt (winter)	10
3/8 in. Alloy tow chain 12'			
½ in. Alloy chain, 12'(tow)	1	Air hose w/fittings	1
Lug wrench	2	Tire chocks	2
Rubber mallett	1	Battery Jumper Cables	1
Plug-N-Dike	1 Qt.		
Wood blocks	4		

Unit Number 920 (Photo C)

1987 Peterbilt, model 349, tandem axle truck powered by a 350 HP Detroit diesel 6v92 engine. It is equipped with a 80,000 lb. Holmes "850" wrecker and a 45,000 lb. drag winch.

921 (Popeye) (Photo D)

OshKosh, WB 1600, 6 x 6 Ex-Navy crash crane. Equipped with a 40,000 lb. 180 degree swing boom powered by a 320 HP Detroit diesel 6-71 TA engine with a 5-speed main and a 3-speed aux. Transmission.

922 (Sweet-Pea) (Photo E)

1989 International Paystar Model F 5070 powered by a Cummins 350 HP diesel engine with an Allison HD 750 transmission.

Equipped with a Challenger 8808 with a 50 ton, 220 degree swing boom with twin winches.

923 (Mad-Max) Photos F and G

1987 AutoCar equipped with a 60 ton capacity, hydraulic boom, a 25 ton hydraulic underlift and a 25 ton rear mounted drag winch. Powered by a Cummins 350 HP diesel engine with an Allison 750 drd automatic transmission. Challenger 9901 TL

919 (Photo I)

1971 Kaiser Jeep military 6 x 6 truck tractor. Originally a military M-813. It was converted t present configuration utilizing a 30,000lb. hydraulic winch and sliding 5th wheel and ramp, powered by a Cummins diesel with a 5 speed manual transmission and a 2 speed aux. transmission.

Used to tow abandoned trailers or lift and tow semi-trailers that have uncoupled from the tractor.

918 (Photo H)

Emergency Sand Truck, GMC EPV chassis with a 6 ½ cubic yard sand spreader. This unit is used daily for fuel spills and oil slicks. Having this truck loaded and ready greatly reduces lane blockage at major accidents.

NOTE :

All the heavy duty wreckers and the crash crane have nylon lift slings, high pressure air cushions, cutting torches and hand tools and various rigging and recovery equipment.

EQUIPMENT CONT.

Hazardous Material Response Trailer

This unit contains equipment and material for handling minor hazardous material spills along the roadway including; containment drums, absorbent pillows, spills pads, leak repair kits, acid suits, breathing apparatus, dome cover clamps, and various other items to support other response agencies at Haz. Mat. scenes.

CHANGEABLE MESSAGE SIGNS

These four signs are capable of displaying any message as programmed by the operator, using a computer keyboard, to inform motorists of any situation which could cause traffic delays or necessitate the use of an alternate route. One of the signs can be programmed remotely via cellular phone.

AIR CUSHION RECOVERY SYSTEM (Photo L)

This system is capable of lifting over 90,000 lbs. by inflating the cushions with a low pressure motor driven air pump controlled by valves and regulators. It is especially useful in uprighting loaded semi-trailers which are subject to splitting open and for uprighting thin skinned tank trucks.

Advice for starting a Program

The evaluation criteria for starting a push bumper program can best be described by a few questions each jurisdiction should ask about itself and its traffic problems. Are traffic volumes on local transportation facilities increasing faster than new capacity can be provided? Is existing and proposed development straining the capacity of transportation facilities? Are secondary accidents resulting from freeway incidents as motorists are forced to make unexpected stops because of the queue resulting from the incident? In these circumstances, managing the available capacity should be of vital concern to the local and state highway and police departments. The ability to more efficiently remove obstacles, such as disabled vehicles, from transportation facilities would be warranted.

Once a decision is made to start a program the next step is to evaluate and purchase the equipment necessary for implementing a push bumper program. Since most police departments are equipped with communication systems, warning lights, vehicles, etc. the only direct purchase required would be the push bumper system itself. However, other vehicle needs may also have to be examined. These include the possible need for: (1) heavy duty transmissions, (2) special oil coolers, (3) arrow boards if the push bumper will be installed on a truck or (4) other features to ensure that the vehicle is equipped to handle the load it will be forced to carry because of the push bumper.

The typical automobile push bumper can be purchased for approximately \$100 depending on the type of push bumper and vendor. Local officials have indicated that Atlanta has several good vendors which carry these bumpers. We have called around the Atlanta metropolitan area and have identified the following providers:

<u>Manufacturer</u>	<u>Local Distributor</u>
Setina Manufacturing Olympia, WA (1-800-426-2627)	G. T. Distributors Rossville, GA (404-866-2764)
Kee Wee Spokane, WA (509-535-1965)	Southeastern Firearms Decatur, GA (404-289-4341)
Century Wrecker Corporation Ooltwah, TN (615-238-4171)	Chevron South Atlanta, GA (404-366-2300)
Fontaine Truck Equipment Co. Forest Park, GA (404-363-9990)	Same